# THERIONEWS

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### BRAZILIAN RAIL WAYS

Political considerations, as has been remarked, have always been paramount in con-ceding railway privileges and guarantees of interest on capital invested in them, and it was but natural that the provinces of the southern part of the empire should put in a claim for national favor. After a protracted debate, the General Assembly passed the law of September roth, 1873, No. 2, 379, authorizing the government to invest the sum of 40,000,000\$ in the province of Rio Grande do Sul, and a loan of £ 5,000,000 sterling ostensibly for this purpose was raised in London. How the proceeds of this loan was directed to the purchase of iron-clads, the payment of the regular annual deficit and to war preparations for the purpose of intimidating our Platine neighbors during the settlement of questions growing out of the Paraguayan war, is only too well

To facilitate the raising of the above lo a contract was made with Counselor C. B. Ottoni. Dr. C. F. de Almeida and H. V. F. Ottoni, Dr. C. F. de Almeida and H. V. F. Penna for the preliminary surveys, which was approved by decree dated December 10th, 1873. It was stipulated that the road should start from Porto Alegre, on the seacoast of Rio Grande do Sul, and go across the northern part of the province to Urugua-yana on the frontier of the Argentine Republic-a distance of about four hundred and fifty miles. 'The contract price for the complete surveys, including astronomical observations determining the latitude and longvations determining the latitude and long-itude of specified points, cross sections 520 feet broad, a geological report, with plans and estimates of cost, were f, f0 per kilo-metre for a broad gauge and f2 29 for a nar-row gauge road, or at the inte of f1 56 per mile for both gauges. There was no special line run for the nurrow gauge line, its loca-tion being determined on the plans for the broad gauge. The contract, for the broad gauge line is specified foo feet indius for the gauge line specified 600 feet radius for the sharpest curve, and two per centum or 105 feet to the mile for the heaviest grade, and for the harrow gauge line 300 feet radius for the sharpest curve, and three per centum or The report, based upon these surveys,

estimated the total cost of construction for a estimated the total cost of construction for n = 1 broad gauge road (4ft, 8 t/2 in.), including rolling-stock, stations, etc., at the rate of f 134 $\infty$  per mile; and for a narrow gauge road of one metre at f 10,300 per mile. This estimate excluded about forty-eight miles of the first section which was commised between Porto Alcere on the comprised between Porto Alegre on the Lagoa dos Patos and the head of navigation in the Jacuhy river, along which the line was projected. The river being navigable for this distance for vessels of four feet daught. uns unsance for vessels of four text daught, it was proposed by the contractors of the survey that the starting point of the road should be at the head of navigation, thus reducing the total length of the projected line to about four hundred miles.

The government then advertised to receive bids for the constitution and equipment of

bids for the construction and equipment of this line for the specified distance of four hundred miles, up to the 15th of April, 1876. Five bids only were received according to the conditions of the advertisement, which ranged between £7,300 and £8,000 which ranged between £ 7,300 and £ 6,000 per mile for the broad gauge, and £ 5,650 and £ 6,350 for the narrow gauge line. The government was not able, however, to make a suitable contract with any of these bidders, although the conditions had been previously specified, and it finally resolved to build one hundred and fifty-five miles of the road itself, letting the earthworks to section contractors and importing the rails and ng-stock on its own account. extent is now under construction, of which thirty miles are now ready for the tails. The

gauge adopted is one metre.

At the same time, a second line was projected in the southern part of the province jected in the southern part of the province. It started from the city of Rio Grande, and man almost parallel with the frontier of the republic of Uruguay, and united with the northern line near Uruguayana. It was designed that these roads should form a military and strategical line of communication against any hostile invasions into Braz-

ilian territory from the neighboring republics of the River Plate. The southern line, known as the 'Rio Grande 4 Cacequy' railway, has a total length from Rio Grande to its junction with the northern road, according to its surveys, of about three hundred

The contract for the surveys and estimates of this line was made on the 14th of March, 1874, with Hygino Corrêa Durão (lately deceased) who had previously contracted with the provincial government for two lines of railway, now inerged in the one projected by the general government. The provincial grant was dated on the 11th of August, 1871. The first section of this line, about one hundred and seventy-five miles in length, was designed to pass through the coal fields of Candiota, near its terminus, Bagé; the second section, about one hun-dred and eighty miles in length, was to terminate at Alégrete, where it would form a junction with the northern road. Afterwards junction with the northern road. Alterwards this point of junction was changed from Alégrete to Cacequy, seventy miles below, which shortened the line about fifty miles. This point of junction, however, has not yet been definitely settled, nor can it be until the further extension of the northern line has been arranged by the government, a contingency which the present financial state of the country will not admit of an early settlement. The control price for the surveys, plans and estimate, for the southern line, was made on the same terms and continuous that the same terms are continuous to the same terms and continuous terms are same terms are same terms are same terms and continuous terms are same terms. ditions as for the northern road. The cost of construction and equipment was estimated at £ 12,080 per mile for a broad gauge, and £ 8,950 per mile for a metre gauge

Although the government was authorized by legislative enactment, dated September 10th, 1873, to gnarantee interest on the capital invested in the railways of Rio Grande capital invested in the railways of Rio Gunde do Sul, except the loan of £ 5,000,000 raised estensibly for these roads in 1875 nothing has been done by it, up to this time, toward the construction of the southern line. The great outery imade, at the time the loan of five millions sterling was missed. In London, in behalfs of this, line is a defender to the construction of the southern was able that nothing more will be done attent it until some popular movement arises to

it until some popular movement arises to compel the government to fulfill its prom

Some years ago a railway line was surveyed from the city of Kio Grande to the coal re-gions of Candiota by parties who were in-terested in the mines and who desired greater facilities for transporting the coal to some port on the sca-hoard. Their line was located further north and on a different route than the projected government line, but as the latter passed within four or five miles of the Candiota coal lields, for the working of which these parties held a privileged grant, it was evident that its construction would destroy the efficiency of the former which depended wholly on private enterprise and

These parties then solicited a government interest guarantee on the capital necessary to build their ine to the mines, which the general government conceded by decree No. 7,056 of the 26th of October, 1878 The capital was fixed at the estimate given for the first section of the southern line, from Rio Grande to Bagé, five miles from from kio Gmnde to Bagé, five mites from the projected mines, and the company was required to puy the expenses which the government had incurred in the surreys of his section. The interest of seven per cent. per annum is guaranteed on a lixed capital of £ 1,400,000, or at the rate of £ 8,000 mile of metre gauge, in accordance with the conditions finally established by the decree of Angust 10th, £878, which defines the regulations governing the guarantee of the regulations governing the guarantee of interest on railway capital under the law of September 24th, 1873.

This line starts from the city of Rio Grande, passes through Pelotas, thirty miles distant, follows the valley of the Piratiny river

minus it has an elevation of nine hundred and fifty feet above the sea, which gives a total ascent of eight hundred and forty teet above the city of Rio Grande.

#### ELECTORAL REFORM.

In the discussion of the electoral reform bill in the Chamber of Deputies, on the 28th inst., Counselor Sinimbú made an able defense of the measure to which the present cabinet stands committed. The following is an abstract of his address:

The project under discussion is the most important one of the present session because in it is contained the programme of the ministry, it may almost be said the cause of the present political situation. How-ever ardent my love of country and my desire to serve it may be, however profound my respect and gratitude for the chief of state, I should certainly have resigned the honor with which he distinguished me if I had not had the hope of realizing what for nine years had been the constant object of my political thought. For many years my reason has told me that the falsification of our representative system is principally due

to the defects of our elections.

I am censured for not having entered this house with the banner full of inscriptions containing the ideal of our party, for having from among them given preference to the electoral reform. I think that the representative system is based on the delegation of powers which in turn depends on the purity of elections. If, then, as we all recognize, there is not a sincere manifestation of the national vote, we cannot help wishing to place the representative system on a solid foundation.

What does the electoral reform signify? It signifies sincerity in the expression of the popular vote, legitimacy of the national representatives, and limitly solidity of the base on which ministries may rest, who, before the crown and the nation, can only judge themselves strong when they are con-vinced that they have the support of the nation. It has been said that the liberal party is

It has been said that the internal party is unfaithful to its mission; because I have conwinted to present in the programme the constant of the constant in the programme the constant in the raising the banner of all our long pulitical programme? Consulting history we see that a serious and circumspect people, who to-day represent a predominant part in the world, the English, have always proceeded in this manner. When in that country were in this manner. When in that country were agitated the various snessures of hee trade, the corn laws, the eathloid emanicipation and the reform of 1832, these ideas existed simultaneously. The English statesmen, however, instead of simulgamating all these reforms, offending many interests at the same time, divided them is that they succeeded one by one in realizing them all. For this reason I selected from the many ideas of our party that which appeared to me to be must apportune and which besides should be considered as the basis of all other reforms. other reforms.

I do not sperk of our linencial condition because that is not a political idea. Any government, liheral or conservative, that comprehends its mission must seek to completeness and expenditures, dimin-is's uscless expenses and promote the devel-opment of the sources of revenue.

It is said that the reform has no impor-ince. Does not then the electoral reform mean the truth of the representative system, and can we who desire it in all its purity deny that the principal condition is to secure the free manifestation of the popular thought? Some think that the reform could be

Some think that the reform count is a made more quickly and better without the formality of a constitutional reform. In a country constituted as ours is, where the legislative power is divided between two chambers, we cannot overlook the Sentie. I could not unit attending to its opinions in the country of for a distance of about fifty nules, and, crossing near the coal regions of Candious, ends at Bagé, one hundred and seventy-five miles from its starting point. At its ter-

desired by the liberal party was preceded by a reform of the constitution, many of its members, although adverse to the reform, would vote for it. Realizing the reform in this manner we have the certainty that it will be more lasting as it will not be subject to the fortunes of political parties.

It is said that ministers in this country

are only instruments of the crown. name of all the distinguished men who have served the crown I protest against this statement. J do not believe that any of them could have remained a single day in power except by the power of their own ideas. Twice before that I have been minister I have had occasion to notice that there was no intervention of the crown in the acts of its ministers. In the present situation I assure the chamber that it would be impossible to have a better model of a constitutional monarch than the present Emperor. The crown desires never to be obliged to interfere in public affairs when the nation manifesting itself freely indicates by means of its representatives the ministers that truly merit its confidence.

It is said that the projected reform is petty because it will abridge the rights of some thousands of Brazilian citizens. It should be remembered that if on one hand it re-duces the number of voters, it increases extraordinarily the number of electors. The conditions of a good electoral body are num-erous, and it should not be subject to the influence of ministers nor of authorities: it should be able to select with judgment its representatives; it should not be composed of men dependent on the caprices of others but of those who by their position can offer certain guarantees of independence. These conditions should be fulfilled by the electoral body which the project creates. The secondary election is only a liction, an illusion. With this project this meanwenience disappears. The projected electoral body is numerous and intelligent, and offers mucgreater guarantees of a free election. The reform is not therefore petty. In framing the project we had in view the exclusion of those on whom the evil action of power-or

Much has been said against the omnipobutes. This pre-eminence does not com from the moderative power having usurped to itself attributes that do not belong to it, but from the weakening of the powers that oppose it. Instead of critailing the moderoppose it. Insection in crossing accuracy of the agree power, I think that is action should be apposed by means of free and independent chambers, which can present themselves fledow at as a power equally respectable. Thus can only be secured by means of a good electoral system.

The project has been opposed because it The project has been opposed because it inits the suffrage excluding a pain of the present voters, and because it limits the attropites of the chamber to which the name of Constituent. Assumbly has been impropriately applied. Our constitution recognizes two legislatures, the ordinary and the extraordinary; the first for the creatment of the ordinary laws the second for the form. the ordinary laws, the second for the form-ation or alteration of constitutional laws. The ordinary are composed of the Science and the Chamber of Deputies with the sanc-tion of the Emperor. The extriordinary are those to which the constitution orders that special powers shall be given to realize the reforms voted in the ordinary legislature, and consist of the Chamber of Deputies alone. It follows that the law which comes from the Chamber and in which the Senate and Crown have intervened should be so framed that the extraordinary legislature framed that the extraordinary registance has only to approace or reject, but not after it, because if it could after the law we should have the absurdity of a single one of the powers that contributed for the reform of the constitution having more power than the three that decreed the relain. For this three that decreed the retorn. For this reason the next chamber which I call one of revision has only to concede or refuse its approbation of the law that may be voted by

The minimum of qualification is fixed at 400%, which is the minimum of the con-(Conclused on fourth page)

### THE RIO NEWS,

PUBLISHED TRIMONTHLY eve of departure of the American pack french packet of the 15th., and the Royal Mail packet of the 24th. of the month,

ammany of news and a review of Brazilian rivals and departures of foreign vessels, the and piloe current of the market, a table of fe and all other information necessary to a

#### TERMS.

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RIO DE TANEIRO, June 5th., 1879.

"Innigration may be considered from two points of view: as the substitution of the existing labor, or as the introduction of a more advanced, instructed and industrious race that comes to people our campo and by contact to improve the conditions of our people." In these terms Counselor Sinimbu succinctly stated the question which is now awaiting some sort of a decision by the legislative powers of Brazil. The hon-ored President of the Council recognizes fully the urgency and gravity of the situation, a the urgency and gravity of me situation, as also do many others of the prominent statesmen of the empire. The law of Sept-ember, 1873, is gradually accomplishing the work of emancipation, and the laws of human instinct and action are as gradually and surely leading the freed blacks away from the agricultural districts into the towns from the agricultural districts into the towns. By this process the labor element upon which so much of the prosperity of Brazil depends, is slowly disappearing, and nothing thus far has been found to take its place. At present the change is but slightly felt; by-and-by, when times and the operations of the emancipation fund shall have become more potent factors in the work of consciention, the smidtly of the change is a superscient. emancipation, the rapidity of the change will become so great as to completely completel will become so great as to completely para-lyze the agricultural industries of the country unless something is speedily done to meet the emergency. This result is inevitable unies sometimis is speciary done to meet the emorgency. This result is inevitable. It is idle therefore to waste time in the discussion of the probable benefits or evils of Chinese labor, or of the probability of securing a substitute for slave labor through the

our opinion, such discussions are wor useless; they will tend merely to displace one evil with another. What Brazil needs most is free, intelligent labor; not a class which are free in name while as helpless and degraded as the slave, but a class o laborers which will be small property owners like those which have contributed so largely to the prosperity of the northern and west-ern sections of the United States. To attain this result there must be a radical change in the colonization laws which will permit the immigrant to settle where he pl acquire property, and enjoy every privilege of Brazilian citizenship; and there must also be such a revision of the land and taxation laws as will enable him to easily acquire property and to claim full protection from the government in all the privileges growing out of such ownership. When this is done, it will then be found that Brazil has already a sufficient number of laborers to supply all present demands. Something must be done with the *ingenuos*, and with the freedmen; something should also be done with that already too large a class whom Dr. Joaquim Macedo describes as "perfect and complete idlers." There are able-bodied men enough in Brazil to perform all the work which its trade requires. and no effort can be well-directed and states manlike which leaves their employment and betterment out of consideration. To neglect them, is simply increasing the number of idlers, paupers, and criminals, which is already too large for the security of life and property.

"THE AMERICAN EXPORTER" for the month of April is at hand, and exhibits in a marked manner the earnestness of the effort our fellow-countrymen are making to reach the foreign markets of the world, and at the same time the absence of intelligent direc-

ttering ram will make a bre antique battering in a wall, but so in a wall, but sensible business-like effort would do it much more satisfactorily, just as the well-directed aim of a siege gun is relatively more productive of results than the ram. Take for example, American hams and bacon. All the advertising in all the journals of the world will not make market for an indifferently smoked and cured piece of pork. Smoke and cure a piece of pork in such a manner that it will keep through ten such months as August in the Middle States, and be perfectly edible at the end of a year, and a very little dis reet advertising will create a constant mar-tet for it this side of the Equator. England buys an ordinary American ham and by re-curing, res-moking, and especially re-canvassing and careful packing, ex-ports it to India and South America where it brings 40 per cent. more than its where it brings 40 per cent. more than it congenor direct from the markets of Baltimore and New York. If the Exporte will continue to remind American manufacturers of these facts, as it somewhat time idly does in the number before us, it wil do a good work. Its usefulness to the initiated is somewhat impaired by its careless editing of consular and other reports from abroad, and its general inclination to carry by storm, rather than by more patient and effective siege. Our Brazilian readers will be surprised to learn that this journal ha be surprised to learn that this journal has resident agents in the following towns—simply designated as being in Brazil: Soledade, S. Gabriel, Itaqui, Passo Fundo, Santo Antonio de Patrulho, S. Jeronymo, S. Pepe, Lago Vermelho, Vaccaria, Cachoeira, Jaguary and Triumpbo. Only four other places are included in the list of agencies given. This is equivalent to our dvertising agencies to receive subscriptions and advertisements in Smithville, Jackson, Madisonville, the Falls, the Cross-roads, and and advertis Sleepy Hollo w-all in the United States o

It is reported that the Canadian government has agreed to subsidize a line of steamers to ply between Halifax and Brazil, by which it is hoyed to develop direct trade in sugar, tea and coffice with that country. It is understood that the Braz With teat county. It's united soon that the billian government has signified its intention of graing a subsidy to the line similar to that given by Canadian government. The first steamer will in September next.—The American Exporter.

There is little doubt but what the Can ian government will undertake some such enterprise as this under its presen With a ministry thoroughly committed to the policy of protection, an with a growing sentiment among the Canadian people that government restrictions upon all competition and government particles.

matter to procure subsidies for railroad and steamship lines, even where a little reflection would demonstrate their inability to pay running expenses—leaving interest on invested capital out of the question. Canada has already its great Pacific railroad scheme, and now comes its Brazilian steamship scheme. It is very doubtful whether her widely-scattered population of four millions can consume enough of Brazil's productions to support the homeward trips even of small-sized steamers; and it is even more doubt-ful whether there is demand enough in Brazil for Canada's codfish and lumber to give sufficient freights for the outward voy-The enterprise, if the report be true is simply another one of the manifestation of the export trade craze which is now raging in the United States. It is felt, and y so, that the object—a profitable trade foreign countries—is desirable and eswith sential; but in regard to the ways and means of attaining this end everything is vague and undefined. Under such cirsumstances, it will bevery easy for the Canadian people the make mistakes, and this Brazilian steamship scheme will not be the least among them. We would like to see the great scheme of an inter-occidental commerce fostered and encouraged, but we can not sympathize with any false steps in its accomplishment.

WE GIVE on another page an abstract of the address of Counselor Sinimbil before the Chamber of Deputics, on the 28th inst., in defense of the ministerial project of electional reform. The defense is unqueselectoral reform. The defense is unques-tionably an able one, and clearly demonstrates the constitutionality of the measur and the policy of the cabinet in urging it at this time. The position of the cabinet in denying revisionary powers to the second same time the absence of intelligent direction. That success will follow is just as an amply justified by precedents in other

constitutional governments. We are glad to learn that the present administration has not given up the many important liberal reforms which it advocated before assuming the reins of government, though we can hardly agree with it in the precedence and importance which it attaches to the present measure. A revision and simplification of the present election laws are certainly needed, but there are other reforms which are far more urgent and a much greater obligation upon the legislators of Brazil. The creation of an approximately perfect electoral system is a tempting enterprise to any statesman, and empting enterprise to any statesman, and s certainly worthy of his most earnest hought and work; but the performance of a simple act of justice for which no laurel wreath is waiting, must ever be far more urgent though less attractive. The measures of granting full civil rights to the non-catholics, open colonization, civil n riage, taxation, tarift reform, and a se of others scarcely less prominent, have immeasurably greater demands upon the ministry than any electoral reform, because justice and national prosperity as well as policy demand, them. It, is very likely that Counselor Sinimbú is right when he says these reforms can be secured only one by one; we believe him to be wrong simply in the selection of the present

An application was recently made to

the Brazilian government by some American commercial men, through a Mr. Clark, for space in some public building in which to exhibit a representative line of American products and manufactures. The exhibitors who propose to take part in this exposition number some sixty or more, and they are intending to come here with their exhibits intending to come here with their exhibits in the steamer leaving New York July 5th, providing their application is favorably received. We are glad to learn that the government warmly approves the project and has assigned space for the exposition in the Typographia Nacional for the months of August and Secrember Best, the building st and September. Both the building August and September. Both the building and the location are everything that can be desired, and we sincerely trust that the exhibitors will respond to this generous con cession of the Brazilian ministry by making a display which will be a credit to both parties. Through a special concession the exhibits will be admitted free of duty, with exhibits will be autimated rive of unity, what the understanding, however, that in case any of them should be sold, they shall pay the regular duties levied upon all imports. The promptness and cordiality with which the prime minister, Counselor Sinimbó, has responded to the proposition of the control of the country in the state of the of his hearty sympathy in every mov

for the enlargement of commercial relations between the two countries. This friendly interest has been shown upon other occa-sions, particularly in his generous treatment of the unfortunate American workmen thrown out of employment by the suspen sion of work on the Madeira and Mamore railroad, whom he sent bome on one of the American steamers. These evidences of his good will and interest, of his readiness to assist every legitimate enterprise, can not be praised too highly, and we are doubly grat ified that we can call attention to them at this time and recommend such a response on the part of American business men tha will render the interchange one of mutua benefit and satisfaction.

# IMPROVEMENT OF THE PORT OF SANTOS.

At a meeting of the Commercial Associa-tion of Santos, Col. W. Milnor Roberts, chief of the hydrographic commission presented the results of the studies on the improvement of the port and an outline of the works proposed.

Mr. Roberts stated that the soundings

made by the commission had demonstrated a much thicker deposit of mud in the bottom of the bay than had been supposed, and the plan proposed has been formed in accordance with this fact and is as economical as the special conditions of the bay will

The works proposed consist of a sea-wall of masonry built at high tide mark and faced with a rip-rap which is to be sus-tained by a line of wooden piles driven to a depth of at least ten metres and cut off at the surface of the sand so as not to be subject to the rawnges of the leredo. This sea-wall will constitute the interior wharf at which ships of ordinary draught can load or unload at any time by means of planks. In front of the sea wall and connected with it by bridges will be built iron pier-heads sup

ported on screw piles. Each pier will be twenty-five metres long by twelve and one-half metres broad and will have a apace half metres broad; and will have a space between each two of seventy-five metres with a depth of five metres at low water. The plana presented show seven of these pier-heads with space for another if it be required. One advantage of this plan is that the pier-heads can be constructed as they are required independent of the construction of the sea-wall. A considerable space is ob-tained by filling behind the sea-wall which can be utilized for warebouses, the value of which will probably recompense in great part the expense incurred.

part the expense incurred.

The cost of the works projected, 'not including disappropriations, acquisition property and construction of warehouses rehouses, is edat 2,000,000\$ and will require to

BRAZIL AND THE WEST COAST

The Minister of Foreign Affairs directed to the presidents of the maritime provinces, 27th ult., the following circular which defines the attitude of Brazil, toward the republics of the Pacific coast, now at wa

win each other.

Sir: — The government of Chili !has declared war against Peru, as is stated in a communication directed by the former to the government of Brazil upon the rath of April last, and in fact is already at war

with Bolivia.

The imperial government sincerely laments that the question which has given rise to this conflict, could not be settled by peaceful neans, and hopes that the friendly relations which are so much to the interest of the states of this continent, may be shortly reestablished.

reestablished.

As, however, this unfortunate state of affairs may be prolonged, and bring us questions, for the solution of which it is well that your excellency should be properly empowered, I have been directed by His Majesty the Emperor to declare to you that

Majesty the Emperor to declare to you that the imperial government has resolved to maintain the strictest neutrality. Your excellency is acquainted with the circulate which this ministry has dispatched upon similar occasions. I call your attention to them, especially those of \$7 th of August and the 29th of October, 1870, and recom-mend to you their faithful and cxact fulfill-ment during the present war. ment during the present war.

I take occasion to assure your excellency of my perfect esteem and distinct consider-

ation.

THE SCRIBNER SKETCHES OF BRAZIL.

number of Scribner's Monthly with the first of the promised series of articles on Brazil by Mr. H. H. Smith. This first article is occupied with the city of Para, and is writt in a lively, agreeable style which will render the series very acceptable to the readers of Scribner's. The Illustrations are far ahead of anything we have seen in works on Brazil, being quite as artistic and well executed as any that have appeared, while they bear internal evidence of having been drawn on the spot and not "cooked up" at home like some of those of the magnificent, but unirustworthy volumes of Marcoy and

others that have recently appeared.

Doubtless to the general reader outside of Brazil, the first impressions of a rather na-interesting tropical town will appear less hackneyed than to us who have not only exper-ienced these impressions, but have become somewhat surfeited with the reading of them in the writings of every author who treats of the topics; and such readers will not symize with our slight feeling of regret tha Mr. Smith did not select some topic in which his long knowledge of the country and keen powers of observation would have placed him farther above the ordinary writer of sketches of travel in newspapers and mag-

### LEGISLATIVE NOTES.

— After a long discussion on the bill of the Chamber of Deputies fixing the manner in which the budget shall be presented, the in which the budget shall be presented, the Senate passed a substitute offerred by the Minister of Finance, Affonso Celso. 'The bill provides that the estimates for the several ministries shall be presented in separate bills by the Minister of Finance instead of all together as at present, and shall include the expenses to be made by special credit; the parts relating to revenue and general dispo-sitions shall also, be presented in senarets sitions shall also be presented in separate bills.

— An animated discussion, or rather wrangle, took place on Friday in the Senate between Senator Leitao da Cunha and the

senators from Mararihão in regard to the American steamers stopping at the port of Maranhão. The senator from Pará, who had opposed the amendment of the co the ground that it was illegal for the Cham-bers to alter the contract and impossible for the steamers to enter the port, called for

to steamers to enter the point carear is copies of the correspondence between the government and the company on the subject.

— The discussion during the past week on the second reading of the electoral reform bill was of more than ordinary interest on was of more than ordinary interest on account of the participation of the Ministers of Agriculture and of Justice. We print elsewhere an abstract of the speech of Coun-selor Sinimbú. It is to be regretted that space will not permit an extended notice of that of the Minister of Justice. By extended citations from the constitution of the United States and of various states of the American Union, he showed that the mode proposed Union, he showed that the mode proposed by the government for effecting the reform was in accordance with constitutional usages. In regard to the limitation of the suffrage, he argued that the franchise was a public function and not a natural right, and consequently could be restricted; that a man who earned less than 4co\$ per annum could not subsist except by alms and is not therefore in conditions to very independently: that the except by alms and is not therefore in conditions to vote independently; that the number of those who will be disfianchized by the condition of being able to read and write has been much exaggerated; and that be project, instead of being an aristocratic one, was democratic since it established conditions that made the franchise accessible to persons of ordinary intelligence. An amendment to the bill was offered by Dr. Buarque de Maccedo fixing the limits of the property qualification between the maximum of 600\$\frac{1}{2}\$ and the minimum of 400\$\frac{1}{2}\$. The bill passed the second reading May 3:st by bill passed the second reading May 31st by a vote of 71 to 13 all the amendments that had been proposed being rejected. The amendment offered by Saldanha Marinbo in favor of the non-catholics showed an unexpected strength in the party of religious liberty, being supported by more than a third of the Chamber. The Jllowing depu-ties supported the measure Saldanha Marities supported the measure Saldanha Mari-nho, Costa Azewedo, Serra, Tavares Belfort, Rodrigues Junior, Barão de Villa Bella, Soares Brandão, Joaquim Nabuco, Buarque de Macedo, Espendião, Horta de Araujo, Andrade Pinto, Baptista Pereira, Joaquim Breves, Macedo, Sonza Lima, Corrêa Rabello, Galdino, Affonso Penna, Felicio dos Santos Candido de Oliveira, Lima Duarte, Martinh Campos, Gavião Peixoto, Alves de Araujo, amargo, and Silveira Martins.

—In view of the fact that only a month

remains before the beginning of the next fiscal year for the discussion of the budget in the Senate, the Chamber voted, on motion of Dr. Buarque de Macedo, the prorogation of the present budget until such time as the dget shall be ready to be put into

- The Chamber of Deputies passed on third reading the bill adopting the contract of the government with the Amazon Steam Navigation Company and the bill granting a credit of (as amended) 20,000,000\$ for the relief of the sufferers from the drouth in the northern provinces.

- From the following letter of the Min-ister of Finance directed to the Minister of Empire on the 26th ult., it appears that the public funds so generously granted by the Imperial government to aid the suffer-ing provinces of the north have not always employed for the purposes for which

they were intended:

Sir:—The circumstances of the treasury absolutely do not permit that expenses which were not calculated upon under the head of public aid, should any longer continue to be made in some of the northern provinces, inasmuch as it has been verified by in-formation which I have just received from an employee of the treasury now on a com-mission in Ceará, that under pretext of such aid, provincial and municipal works are being built, which, even under conditions of financial prosperity should not be built at once. I therefore beg your excellency to give notice to the presidents of those prov-inces that after June, it will not be posinces that after June, it will not be pos-sible for the treasury to continue such sup-

BOLIVIA has a seacoast only a few miles in extent and has no nary. The army consists of 1,100 officers and 3,000 privates. Peru has a seacoast of about 1,300 miles, with a well-equipped nary of about 1,300 miles, with a well-equipped nary of 22 ships, several of them large iron-clads, carrying 43 guns. There is narmy of 6,000 men and a gendrament of about 3,000. Chilf's seacoast is one 2,000 miles in extent. She has a standing army of 3,000 men and a National Guard of 25,000. Her navy is composed of 10 steam vessels. BOLIVIA has a scacoast only a few miles in exten

#### THE RIO NEWS.

—Telegrams from Santiago announce a naval battle between Chili and Peru at Iquique in which the Chilians came off

— The Cruzeiro says it is known that the capital of the United States is composed of four cities. New York, Brooklyn, Jersey City and Hoboken. It's news to us. We were under the impression that Washington

-The pilots of the different lines of —The pilots of the different lines of steamers touching at Pará are agreed that the light-ship at the mouth of the Amazon is not a light-ship at all, and that the hull of the vessel anchored there is visible before the light at its mast-head.

— Since fire has been opened upon M. Liajs of the Imperial Obstronomical Absurdatory, that gentleman has got even with his opponents by discovering no end of planets and comets. Such arguments must ake them stand aghast.

- The Minister of Finance has addressed The Minister of Finance has addressed
 circular to inspectors of the treasuries
 saking for information in regard to the value
 and possibility of the sale of public property
 in the different provinces which may not
 be necessary for the public service.

— They have their own way of saying things in this country. One firm advertises Waterbury Clock & Co., another Seth Thomas Clock & Co., and still another has a large sign announcing that it has American watches from the manufactory of Waltham

—On the 17th inst, t, eee 7,295, a privilege was conceded to 1 Lo. nas Nettleship for a wood pavement, to be known as the Nethelson pavement to w used in some the Nicholson pavement no w used in some cities of the United States. The privilege is granted for a term of ten years.

-Messrs Wilson's Sons & Co. have recently ordered a small cable of two wires to be lald between their office and an island in the harbor where their coal is stored. The cable will be nine kilometres in length and will establish communication between the office and island through the medium of telephones.

telephones.

On the 24th ult, Fredk. R. St. John, Esqre., H. B. M.'s chargé d'affairez, gave a rand dinner at Carson's Hotel in honor of the Queen's birthday, which was attended by the principal merchants of the English colony of Rio de Janeiro. Right reverend, the Bishop of Falkland, who is now in this city, also honored the occesion with his city, also honored the occasion with his

-The German steamer America, arriving at this port on the 27th ult., brought 581 Italian immigrants from Genoa. The greater part or them left for the South the succeed-ing day on the steamer Rio de Janetro, with the intention of joining colo in Sao Paulo, Santa Catharina and Ruo Crande do Sul. The majority of these intend Sul. The majority of these intend settling in the province of São Paulo.

The Minister of Finance has nominated a commission composed of the inspector, assistant-inspector and captain of the port for revising the administration of the customand internal revenue bureaus of this tt is to have in view the reduction of the force, simplification of methods and a greater expedition in the dispatch of busi-ness. It is needless to say these at reform in this respect is urgently needed, and will add not a little to the net income

of the government.

A large and appreciative audience gathered at the Theatro Gymnasio last Monday evening to witness an amateur dramatic performance by the Rio Thespians. The entertainment was given in aid of the British Benevolent Fund, and received many marks of appreciation during the evening. The programme consisted of a comic drama, a comic interpulse and a face, all the parts of which sisted of a comic drama, a comic inter-lude and a farce, all the parts of which were, in general, very fairly sustained. A novelty was introduced into the interlude in the shape of song a of local interest which received repeated encors for the, many happy hits which it contained. Our hearty thanks are due the poet of the occasion for the generous notice which he gave The Rio News, and "if there is one gave The Rio News, and "if there is one thing more than another" which we can wish for him, it is that he may be the for-tunate man who shall discover the real reason why "exchange is so low." Some excellent music was rendered during the entetalalment by members of the Philhar-monic Society under the direction of Mr. J. J. White.

By decree No. 7,296, of the 17th inst, a ten-year privilege was conceded to Daniel Pedro Ferro Cardoso for employing magnetism as a motive force.

- The Minister of Finance has commu nicated to the presidents and treasury de-partments of the northern provinces that be has decided to nominate commissions to inspect the treasuries and all branches of the internal revenue departments of those

-On the 27th ult. their Imperial Maje —On the 27th ult. their Imperial Majesties visited the numismatic collection of the Conde de Fé. This remarkable coll. tion is composed of five gold coins, five silver ones, and two of copper. On the same occasion they saw a collection of Japanese paintings and curiosities belonging to that same gentleman, said to be original, curious, unique and beautiful for nelv1 as snob unique and beautiful (or ngly), as sncb cunosities generally are. And the Conde de Fé presented Her Majesty the Empress with a Japanese fan !

- It is the opinion of those who ought to know, that the system of telegraphic fire alarms is a good thing as a rule, but it gets ahead very slowly in Rio. The people don't like to give alarms in that abrupt manner. It is not to be wondered at that people so accustomed to the circumlocution-office style of doing business, should think there was a lack of dignity in such headlong haste. The only wonder is that they don't make out a petition for the fire engine, stamp and sign it, and get some one to go their security, and then go out to see the Emperor about it.

- The Jornal do Commercio gives the number of deaths a year from the use of alcoholic drinks as follows; in England 50,000, Germany 46,000, United States 38,000, Russia 10,000, Belgium 4,000, and in France 1,500, and then remarks that of the nations which stand in the front ranks of civilization, the names of Portugal and Brazil do not appear in these statistics of public immorality. As for appearing in the list, neither do the Turks or the Arabs; and as to the rest of it, perhaps those nations might say: "Our vices are more noble than your virtues."

- On the 26th of the past month the chief of police directed a circular to the police authorities of this city, the subject of which is the frequent occurrence of rob-beries, and the lack of personal security. beries, and the tack of personal security. He attributes it largely to a want of vigilance on the part of the police, and thinks it would be convenient to have this state of affairs come to an end. To

incessant watch upon foreigners living in inns and tenement houses, requiring official proofs of their identity and occupation, under proofs of their identity and occupation, under penalty of a vigorous enforcement of the laws against warrancy. We are glad for the sake of the poor overworked policeman, that he did not want the native loafer

### COMMERCIAL

THE MARKETS.

THE MARKETS.

Riv de Juneiro, June 3, 1879.

Coffee.—The activity noticed in our instrepert continued mutil the 28th nlto., when dealers, influenced by the better advices from the United States again raised their prices and thereby checked business.

The total sales since the sailing of the City of Perfa amount or 98-3,68 bags, or 183.865 bags for United States.

(8,401 = 2 Europe.
6,837 s u Elsowhere.

6,887 s u Elsowhere,

255,103 bas.

Receipts in the first half of May averaged
12,490 and in the second half 10,490 bags per
day, making the dally average for the whole
moth 11,400 bags.

Our stock is estimated to-day at 120,000 bags,
composed chiefly of the better grades.

We quote to-day, per 10 kilos:

Washed
Superior
G8900 a 8800
G900 a 8800
Geol 12
S8900 a 6800
Geol 24
S8900 a 6800
Geol 24
S8900 a 4800
Trining 12,500 a 4800

at which quotations the market closes firm.

Flour.—The arrivals since the 24th ulte. have been. 3,00 bris per Aguidacek from Baltimore.

5,673 n u City of Rio » New York

The sales since same date amount to Trieste 900 brls.
American 11,773 a

Total 12,873 brls.

Total 12,073 brts.

Stock in first hands to-day counsists of 12,000 Gallego.
4,000 Haxall.
5,000 Dunlop.
1,000 Mc Canel.
13,000 Baltimore.
3,500 Western.

Total 41,500 brls.

Gallego 208500 Hazall 918000 Dunlep 218500 Baltimore 168000—308000, Western 208500 tations the market cleses

steady.

Pitch Pine and White Pine.—There have been no arrivals of either since the 23d of April and the market remains firm with a good demand for

Kerosone. — Is in good demand at 8\$300 a 80

EXCHANOR.

May 23. — Small transactions on London at 19 78—30 d. for mercantile paper, on Paris 478 raper frame, Hamburg 590 rs. per marts. Six per cent. apolices 10008.

May 34. — More animated with exchange at 30d. on London, and 493 rs. per frame on Paris. Six per cent. apolices 10008, and everyeign 182300.

May 34.——Yet transactions exame rates. Six per cent. apolices at 1,0008, and 10 to 1,0008.

May 27.—Mercantile paper on London 19 15/1 and 30 d.; on Paris 483 and 180 7s. per franc, and

and 30 d.; on Paris 483 and 189 s. per franc, and 70 s.

May 32.—Few transactions on London at 19 34 banking, and 19 78 and 19 15/16 mercantile paper. Six per cent. applices 1,6039.

May 32.—Few transactions on London at same rates. On Paris at 478 rs. per franc. Six per cent. applices 1,6039.

May 30.— Transactions on London at same rates as yesterday, with very little doing. Exchange on Paris 849 rs. per franc banking, and 43, 474, 489, 481 and 489 mercantile paper. Small sum on Hamburg at 590 rs. per mark. Six per cent applices 1,6038 and 1,5038.

May 31.—Exchange firmer to-day. Transactions on London more than usual at 19 78, 18 1913 and 30 d. mercantile paper, and on Paris 49, 479 and 477 1/2 rs. per franc.

June 2.—Yery few transactions in exchange

489, 479 and 477 1/2 rs. perfranc. Jone 2. - Very few transactions in exchange at 19 15/16 on London mercantile paper, 482 rs. ms-per france on Paris for banking and 478 rs. ms-can be seen to be seen a polices at 1,000 sovereigns 1828 20. Jone 3.—Rates on London for banking paper, 1984 42, for mercantile 19 7/2 and 19 13/6, with very little doing. Moreantile paper on Hamburg 500 rs. per mark. Sovereigns 128200 and 128250.

### SHIPPING NEWS.

ARRIVALS OF FOREIGN STEAMERS AT THE PORT OF RIO DE JAMEIRO SINCE OUR LAST ISSUE.

-			
DATE	NAME	WHERE PROM	CONSIGNED TO
11 27 11 27 11 11 11 28	Sorata (Br) America (Gr) Gallina (Br) V deSantos(Fr)	Caldeira 26 ds. Bremen 29 ds. C. G. H. 21 ds Havre* 28 ds. Marseilles*	Norton, Mogaw & Co. Brandes, Kramer & Co. M.   Allen & Co. A. Leubs & Co. E. J. Albert & Co. Norton, Mogaw & Co.
11 U 11 30 11 11 11 U 21 31	Gronde (Fr) Mont'vid o(Gr) Tagns (Br) Humboldi (Br) C. R. de J. (Arr Bue's Ay's (Gr	S. Franc. do S. Sout'p*22 172d Liv'pool* 30ds N. Y.* 25 ds. H'mb'tg*25 ds.	Ed. Johnston & Co. E. W. May. Norton, Megaw & Co. Wilsons Sons & Co

DEPARTURES OF FOREIGN STEAMERS FROM THE PORT OF RIO DE JANEIRO SINCE OUR LAST ISSUE.

\* Calling at intermediate ports.

DATE NAME WHERE TO CARGO	
Mayar   Galicia (Br)   Calilao   C	_

ARRIVALS OF FOREIGN VESSELS.

MAY 23.

HAMIDEG—Dan bk Johann Brodersen; 255 tons;
Bosen; 55 ds; nulse to Brandes, Kramer & Co.
GUALEGUAYCH!—Dan bgn Dana; 177 tons;
Kjott; 12 de; jerked beef to Alexandre Wagner;
MAY 24.

MAY 23.

Baltimore—Am bk Aquidencek; 432 tons; Raf-fic: 41 ds: flour to Phipps Brothers & Co. ANTOPAGASTA—It soh Bleng; 326 tons; Moltedo; 61 ds; saltpeter; bound to Falmonth; put in for repairs MAY 29.

HAMBURG-Gr bk Minna Helene; 340 tons; indman; 35 ds; sundries to Brandes, Kramer

& Co.

Du by Anne: 230 tons; Brinck; 51 ds
pine to Hamanu & Co.
Liverroot.—Du light Fedde; 146 tons; Henningsen; 41 ds. profest of J. Moore.

— Brain for the Feder; 1297 tons; Fortes;
50 db. Br. Dic Berordy; 930 tons; Wright; 51 ds;
coal to J. Moore.
Carbives.—Br. by Louis Medicine. CARDIFF—Br bk Louise Malcolm; 699 tons; Robertson; 57 ds; coal to Alexandre Wagner.

SAN NICOLAS—Arg bk Aginconr, 499 tons; Lojo; 100 ds; ashes and bones; bound to Queenstown and came in in distress.

JUNE 2.

CADIZ—Br bgn Westfa; 142 tons; Williams; 47 ds salt to order. BAHIA-Br bgn Dawn; 156 tons; Bontillier; 11 ds; codfish to Ed. Johnston & Co. DEPARTURES OF FOREIGN

MAY 26.
St. Thomas—Br sch Ellen Hell; 314 tone; Ducan; coffee,

cam coffee.

ANY M.

EVE-Br seh Jane Hoard; 193 tons; Balken
ballest.

MAY M.

GENOA vis Bahia—It hg Cote; 310 tons; Scotti; hallust.

MAY 28. BALTIMORE-Am hk Dom Pedro II; 336 tons; Indgens; anndries.

SANTA CATHARINA-Gr bk T. H. Jersen; 307 BALTIMORE-Am bgn Alice; 317 tons: Duti

SÃO FRANCISCO DO SUL-Gr sch Catherina; tons; Slstas; hallast. MAY 30,
BARBADORS—Br bk E. T. G.; 985 tons; Ouithballast.

MAY 81.

New Orleans-Fr bk Perigny; 381 tons; Rl NEW YORK-Nor bg Asbine; 880 tons; B BAHLA—Nor bk Alert; 478 tons; Doxrud; ping stones.

ing stones.

JUNE 1.

BALTIMORE—Br hk Lindores Albey: 876 to
Bankell; coffee.

VALPARAISO—Am ship J. B. Linceln, [1,
tous; Lembardt, hallast. JUNE 2.

SANTA CATHERINA—Sp sink Oloria Masn 154 tons; Millet; ballast.

PERNAMBUCO-Sp. smk Valentina; 104 to Oliver; sundries.

FREIGHTS:						
Steamers :	Sailing-Vessels :					
London 35/ Liverpool 40/ Antwerp 35/ Hamburg 40/ Havre fr. 50 Bordeaux fr. 70 Marseilles fr. 80 New York 30 to 40 cts	Channel 37/6@42/6 Lisbon f. o 40/ @ 45/ Gibraltar f. o. 40/ @ 45/ N. U. S. f. o. 20@25 cts, South U. S 25 @30 cts.					
	le have been movemented					

Note—Sailing vessels have been preven from obtaining higher freights during the fow weeks on account of so many stean having been put on berth for the United Sta and Enrope. This competition has given to a lowering of rates, and our market mover been so bare of tonnage as at present.

VESSELS LOADING AND WITH DEST ATION

Havre, Fronch body, Erric Cellet; gene carry freights it. 60; S. J. Albert & C. Bene Channel I. o. 18wod sels. Sattor i Hides; fr. Linbon f. o.; Gor. seh. Leavade; 5500 b. Coffice; Francisco Figueirstol, Co.; fret 430. Months of the Commission of the Co.; fret 430. Months of the Commission of the Commission of the 50,000 bags coffee and sunitries; fre 49 cis. New York; M. a. steam of Ligo File de-June 50,000 bags coffee and sunitries; fre 49 cis. New York; S. set Coeffiers; 1,1000 bags coff New York; Ger. bark Der Nord; 6,000 b. New York; Ger. bark Der Dogser 4,500 b. New York; Err. bark Commission of Dogser 4,500 b. New York; Err. bark Commission of Dogser 4,500 b. New York; Err. bark Commission of Dogser 4,500 b. New York; Err bark Commission of Dogser 4,500 b. New York; B. bark Commission of Dogser 4,500 b. Joseph Coffice; Francisco Figueirrido & Co.; fi 5 cit.

New-10:1-, Francisco Figuetrous g co., 1883 coffice, Francisco Figuetrous g co., 1883 coffice, Am. Lk. Sorch J. Bidgaeagy 4. Magraedics, McKimoll C. Co., 1841 lb cis. Baltimoré; Br. str. Glendogas; 1,000 b cofice and suntries; Free Broorit; 1,500 b Baltimore and the company of the control o

Baltimore: Am. sch. Chopsen; Wright & Ce. Baltimore: Am. hark Aquidence; 6,000 hage coffee; Phipps Bros. & Co. Key West I. o; Swed. sch. Sylphide; 4,000 hage coffee; Ed. Johnston & Co.; fre't 300 to 500 rs.

EXPECTED TO LOAD Antwarp and London; Brit. str. Memnon; 25/, Havre and Antwerp: French str. Dom Podro Marseillen; It. str. Pampa. New York; Brit. str. Humboldt.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MAY 31 1279

NAME OF WHEEL CONS

301	. NAME	TOWN	ENTE	FROM	CONSIGNER
	AMERICAN	4.0	D	N V>	LONG CO
ton;	shp P.E. Lloyds	1242	Apr 2:	Liverpool,	A. C. Nafhan & C., Ric Gas Company. Wilson Sons & C. Nor on Megaw & C. Royal Mail Steam. Gabrielli well. Wilson, Sons & C. Wright & C. Phipps Bros. & C. Phipps Bros. & C.
110	shp Bridgewater shpWill G. Davis	1557	May	Cardiff	Wilson Sons & C.
	shp Hagarstown	1903		New Port.	Royal Mail Steam
	ahp Detroit	408	n 13	Cardiff	Wilson, Sone & C
her,	bga Chowan	227	20	Baltimore.	Wright & C
,	" Aquideneck.	432	" 24	Baltimore.	Phipps Bros. & C.
	ARGENTINE shp D Stewart	260	Anr 15	Baltimore	J. M. Wright & C.
vat	AUSTRIAN bg Tanro				m wagat at C.
	BRITISH	301	May I;	Cette	To order.  Gabriell Weeke,  Gabriell Weeke,  Messagerind Marina  To order.  To order.  A Marina.  Gabriell White  Gabriell Weeke  Gabriell Wee
lix;	shp Ch. Wesley.	1357	Apr 1	Glasgow	Gabrielli Works
BV.	bk CountesofFife	493	" 21	New Port.	To order.
	Yanwath	562	11 2	New Castle	Alves & Marrine
	" Dunard	706	2	Glasgow	J. G. Illius & C.
ons;	shp Asiana	1192	"y	Liverpool.	Rio Gas Company
1,844	bk Ctess of Derby sch Chittogr	750	. :	Loodon	BWright&DeCastro
1,044	bk Inventible	504	" 1	Marseilles,.	H. N. Dreyfus.
	bk Rosedale	193	" 1	New Port.	Monteiro Hima & C
on ;	shp Bonner,	1194	" 1	C.diff	D. Pedro II RR.
on (	sch Ambalante.	207	May i	New Castle	To order
	bk LuiseMalcolm shp Senat, Weber	1207	. 2	Cardiff	A. Wagner
ons;	bk Dorothy	940	2	Liverpool.	John Moore & C.
oner	shp Bonner, sch W H Rendell sch Ambnlanle. bk Luise Malcolan shp Senat. Weber bk Dorothy yt Moming Light DANISH sch Nernandi	1310	2:	Cardiff	DiessageriesMantina
	sch Nemandi		May 8	Paysandú.	Sza. Irmão & Rocha To order Brandes Kramer & C A. Wagner Hamaon & C John Moote & C
	bgn Jens Hintre bk Joh. Bodersen bgn Dana	325	" 2	Hamburg.	Brandes Kramer & C
er i	bgu Dana		2	Gnaleguay.	A. Wagner
42/6	bg Anne bgn Vedele	230 164	" 2	Liverpool,	John Moote & C
AE/	bk Rose " Marie Col'el., " Perigny " Morm.	410	ADC 1	Marscilles	L. Larrique
45/	" Marie Col'eta	348	Apr 1	New York.	F. M. Brandon
Cts.		181	May	R. Grande.	L. Lartigue F. M. Brandon Alex. Wagner D. X. Silva Braga&C
cts.	ben Levante	205	Apr .	B. Avres	A. Wagner
	bgn Levante bk Der-Nord selt Heinrich	500	2	Liverpool.	A. Wagner, P. S Nicolson & C.
	bgu Theodore	500 112 145	" 1	Mont video	Sza Irmho & Rocha
nted	" Fritz	191	May 2	R. Grande.	W. Guimarães & C.
Laat	bk Minna Helene	129	" 2	Tujú	P. S. Nicolson & C. Sza Irmho & Rocha Sza Irmho & Rocha W. Guimaries & C. W. Guimaries & C. Miranda Azv & C. Brandes Kramer & C.
ners					
rice	sch Elena	626	May 2	Ant'fogasta	Master
has	norwegian bk Cito bga Favorit	348	Apr 2	St. Nicolas	Alex. Waguer
	PORTUGUESE	208	" 3	Plymonth	To order.  J. A. G. Santos Alex. Wagner M. de Oliveira & C. Leives Sarniva & C. Leives Sarniva & C. J. da Rocha & Sza J. M. Fries & Sons Alex Wagner Pinto Costa & C. Vincenzi & Filhos F. Sauwen & C.
	shp Saudade	422	Apr 1	Porto	J. A G Santes
TIN-	shp Saudade bgn Christiana bkVascoda Gama	510	" 2	Porto	M. de Oliveira & C.
TAY-	sch Conceição shp Porto Alegre "Unalo Hortense	151	May	Rio Grande	Leives Saraiva &C.
eral	"Unilo Hortense	168	"	Mont video	J. M. Frias & Sons
erai	" Pinkero bnBarca do Lago	225		Mont'vided	Alex Wagner Pinto Costa & C
r. 35.		247	" 1	Pemantb	Vincenzi & Filhos
bags /6.	swedish bgn Santos bgn Silphide bk Henda	177	Apr 2	Marseilles .	F. Sauwen & C
emnd	bgn Silphide	340 597	. 3	Salt Island.	F. Sauwen & C J.M. Miranda Leone D. Pedro II RR Braga & Barbeza
iro;			" 2	Lisbon	Braga & Barboza
	bg Salvador bk Marti Codolar	165	Apr :	B. Ayres	José Romaguera
office	bk Marti Codolar	285	" 1	Fray Bento	Alex Wagner
bags	hg Amable Resa fel NP10 ridene a fel Nreva Sular.	197	" 2	Paysandú,.	Alex. Wagner
	fel Nueva Sular.	229	. 2	B. Ayres., .	Alex. Wagner
bags	bk Ines	199	2	B Ayres	S. Ronraguera & F.
4,500	fel Danbk Ines fel Mercedes sm Dulcina	166	May	Mont'video	José Romaguera J. M. Frias & Sons
fret	bg Felippe	198	0.	Mont'video	Sza Irmão & Rocha
1,506	sm Guadalupe	133	"11	Fray Benta	Alex Wagner
	bg Felippe bgn Maria Rosa sm Guadalupe bg Victoria bgn Dois de Maio	247	a e	B. Ayres	José Ronaguera. Alex Wagnet. Viscensi & Fillms. Alex Wagnet. To order. Alex Wagnet. To order. Alex Wagnet & Fillos. Alex Wagnet. José Ronaguera. J. M. Frins & Sons Sra Irmão & Rocha Granaguera. José Ronaguera. Frins & Minada. Vincensi & Fillos.
bags	Pedro	227	" 2	B. Ayres.	Vincenzi & Filhos.
bags	em Celia	96	May :	Mont'video	Sza Irmão & Rocha
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		8	8 1	5		. 1	LAST	LAST D	IVIDEN	IDEND	
NAMES	CAPITAL	SHARKS	rssugn	VALUE	DIX.	RESERVE FUND	TION	AM'T	PAU	D	
BANKS		-						4	-		
	33,000,000\$ 1	65,000	All	200\$ 200	Ali Ali	7,451,051\$347 2,282,825 492	2672000	9 000	Dec.	187	
Rural e Hypothecario	8,000,000	60,000	20,000	200	All	1,400,294 640	227 000	9 000	Dec.	18-	
		50,000	All	. 20	Z 10	£ 116,944 811	110 000	9 000 6 sh	Dec.	187	
English (limited)	6 200 000	30,000	All	200	. All		295 000	9\$000	Doc.	187	
		20,000	5,000	200	All All	158,598 733 4,512 860	200 000	5 400	Do.	187	
Banco Predial	4,000,000	20,000	10,200	200	. All	4,512 860	95 000	334 060	Dec.	187	
New London and Brazilian	£ 1,000,000	50,000	15,000	200	1000	238,624\$337		3/2 10	Dec.	167	
Mercantil de Santos	12,000,000\$		30,000 All	200\$	All	34,783\$400					
Petropolis	1,000,000\$	37,500	711	2004	All	34,7034400	40 000	104000	Inc.	107	
Petropolis. Macahé e Campos. Paulista Sorocabana	7,500,000	25,000	14,380 All	200	1801	-	100 000				
Paulista	4.000,000	20,000	All	600	All	-	70 000				
Leopoldina	2,400,000	12,000	All	200	All	_	195 000	7 000	Dec.	187	
Leopoldina Nictheroyense Campos a S Sebastião S. Panlo e Rlo de Jareiro	2,000,000	10,000	All	200	All	. –	Au one				
Campos a S Sebastião	600,000	3,300	All	200	All	-	NOIN.	- 0.	June	-0-	
S. Panlo e Rlo de Jarreiro	10,665,000	53:325	30,000 All	200	All	34,600 000	190 000 Non	7 70	Tune	+84	
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S. Christovao	4,000,000\$	10,000	All	200	All	-	750 000				
S. Christovao	700,000	3,500	All	200	1005	-	Nom				
	1,200,000	6,000	ΛII	300	Ali	7,471 399	Nun.				
		2,700	All	200	All		205000				
S. Luiz de Mararizio	800,000	4,000 5,000	3,000 All	200	100\$		5 000				
Porto Alegre	1,200,000	10,000	All	200	All	30,163,063	185 000	7 000	Dec.	18;	
Villa 1zabel	2,000,000	10,000	7,000	200	All	2,800 000	Non.				
S. Liniz do Mazadillo. Porto Alegre. Villa Izabel. Montevideo Nicilieroy. Bruxellas	1,200,000	,				-		ì	1		
Nicilieroy.	1,200,000	6,000	All	200\$			Nom	ļ	1		
Carris rubanos	3,440,000	27,000	All	200	All		190\$000		n		
Unitio a Industria	1,800,000\$	6,000 1,800	All All	300	AI		Nom	15 000	Dec	18	
Magé e Sapucaia	180,000	11000		1			1 .	1		٠.	
Brazileira de Navegação	4,000,000\$	20,000	All	200\$		96,4678753	195\$000	12 000	Dec	18	
Espirito Santo e Campos	6no,coo	3,000	All	200	1603		100 000	7 000	Dee	10	
União Nictheroyense	200,000	1,000	912	200	110 Al		Nom		1		
Ferry	640,000	3,200	3,168 All	200	Al		milion	70 000	June.	18	
Panlista	1,000,000	50,000			Al		102 000	0.50	Doc.	18	
	150,000	750	42,300	200	Tov	-	100 000	9			
INSURANCE Fidelidade	8,000,000\$	8,000	4,000	1,000	125	186,214\$000	135\$00	6 250	Dec.	15	
Areas Viaminenso	3,000,000	3,000	All	1,000	250		330 00	0 27 000 0 B 000	Dec.	15	
Argos Fluminense	2,500,000	2,500	All		100	156,500 000 162,660 62	350 00	B 000	Dec.	16	
Garania Nova Permanente. Nova Regeneração Confiança Integridade	800,000	800	All	1,000	250 100	35,593 96	Nom	25 000	Dec	13	
Nova Regeneração	500,000	500	All		100	110,000 DO		9 1006	il Dec.	. 12	
Confiança	8,000,000	40,000	10,600	200	50	200,044 79	68 00	a 000	Dec.	. 18	
Integridade	5,000,000	50,000	25,000	100	10	122,090 17		oi r ooc	Dec.	18	
Previdente		5,000	All	200	100	184,426 740	25 00	5 000	Dec.	- 18	
MARKETS	riacoleo							2 000	Dec.		
Gloria	500,000	2,500	All	200			40\$000 Non	3 600		73	
Harmonia.	200,000	1,000	All All	100	. 100°		20500	i 3 600	June.	18	
Mercado Nictheroyense	300,000	3,000	A11	100	100	900 000		1			
GAS COMPANIES Rio de Jameiro	£ 750,000	37.500	26 0000	£ 2n	A		300\$00	0.5%	Jnnc.	. 1	
Rio de Janeiro	£ 75,000	7,500	36,000 All	£ 10	A	il –	65 00	0(20)0	Dec.	. 18	
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Bonds Maritimos	600,000	3,000	603	200	160	÷ –	gu\$no	6 000			
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Commercio e Lavoura	2,000,000	12,500	7.400	200	100	90,000 00	10 00	0 16 000	L'ec.	. 1	
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Associação Commercial	3,000,000	0,000	All	500	120		Non	1 -10	Junto		
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Minas de Caçapava	800,000	0,000	6,000		50	" =	Nou	1			
Architectonica	1,800,000	10,000	5,000		A	P. —	Non	3	1		
Architectonica Petropolitana Economica Auxiliar	1,000,000	40,000	7,500	100	90	-	Non	1	-		
Economica Auxiliar	600,000	5,000			T A		Non	1 5000	o Dec	, I	
						1 37,866 oc	a ≤650€				
Indust. Flummense (kiosques)	400,000	8,000	4,400	200	A		of 3040c	3 40			

stitution. If the Chamber thinks that ximum should be fixed the gov

This question of income is opposed by some Ebecause it is feared that abuses will be committed, that many voters will be excluded on the pretense that they do not earn 400\$, but after the reform is passed there must be an electoral law in which this matter can be regulated.

It is frequently supposed that having ob-tained the electoral reform, the government will stand with folded arms awaiting the course of events. This is not so. We have much to do; and would you know what? Reorganize the provinces that have no proper life of their own, organize the municipalities, elevate the public spirit from the municipality to the national representation. The provincial assemblies are not what they formerly were when the most eminent men of the country took seals in them. Now the people do not exercise a free choice; the deputies are in general designated by the presidents and from this results the worst of political evils, that of indifference. The true representative system is that in which the Chamber shall be elected without the government knowing who shall be the representatives, in which the government may conjecture on whom the choice will fall in view of the good sense and murits of the candidates but cannot designate them.

#### PROVINCIAL NOTES.

— The receipts of the custom house of Maranhão for the month of April was 164,-343\$156.

—Spiritualism seems to be gaining ground in the province of São Paulo—likewise lunacy.

-The president of the province of Pa has opened a credit of 60,000\$ to aid the Ceará refugees,

—In the city of Pombal, province of Parahyba, a woman confessed to having killed an caten fourteen children since the beginning of the sécca,

-The Austrian brig Nilo, recently arrived at Foraleza from Antwerp, brought 3, 197
rails for the Baturité railroid, 149 boxes of spikes, 220 fish plates, and material for 33 bridges — weighing in all 664, 702 kilogrammes,

-Late advices from Pará state that a reconciliation has been effected between the relegiastical and civil authorities on the socriled religious question, which has so long agitated that province. Mutual concessions ecm to have been made, but what they are

— The Jornal do Recife publishes a lei-ter in which it is stated that sand and sawdust are used for adulterating sugar in the market of Pernambuco. One lot is men-tioned as containing five per cent. of sawdust, and another ten per cent. of sand,

The estimated receipts of the province of Amazonas for the fiscal year 1878-9 are 864,291\$ and the expenses 593,506\$999. This shows a remarkable accuracy in dealing with large sums, as the addition of only one real more—the one-twentieth of a cent-would make it even mulreis.

-An uprising having occurred among the prisoners in the Maranhão jail, the chief of police had them and their rooms scarched and among other things were found the following: ninety-nine knives, four chisels, nine liles, two angers, three saws and forty-live bars of iron.

- A project has been presented to the provincial assembly of Babia authorising the province 10 make loans to the central manufactorics of that province, 10 the amount of half the capital of those establishments. They are said to have a capital of 600,000\$

-According to a letter from Pará to the Jornal do Commercio, there were exported from that province during the first quarter of 1879, 2,310, 827 kilos of rubber; 109,003 kilos of cacáo, and 612,059 kilos of castanhas. An increasing interest in the produc tion of sugar is manifested in various parts of the province, and the establishment of central factories is urged as the best means of developing this industry.

- A letter from Ceará dated May 14, says that rains have fallen all over that province, and the sanitary conditions are very much improved in the capital and the citie and villages along the coast. The inhabit tants are fluctuating between returning to the interior and remaining on the coat. It is reported that the laborers on the Balurité railway were to have been discharged about the last of May:

—The number of refugees from Ceara going to the province of the Amazonas has reached 6,000. Thus far that province has contributed 430, 195\$160 to aid them.

— By decree 7291 the São João d'El-Rei Gold Mining Company, Limited, was authorized to explore for gold in the nicipality of Caheté, province of Mina

—The steamer Mondos, of the Amazon Steam Navigation Company, sprang a leak on a recent trip to the river Purus and was obliged to put back to Manáos. The cargo was damaged to the amount of 10,000\$.

- In the province of Amazonas a con flict recently arose between the president of the province and the directory of the liberal party. The difficulty has resulted in the suspension of four aldermen in Manaos.

- The Minister of Agriculture has au thorized the president of the province of Santa Catharina to spend 3,500\$ per month of the appropriation for public lands and colonization in transferring and re-locating the colonists of Itajahy and Principe Dom Pedro, who are dissatisfied with the poor quality of their lands.

- Late reports from the North sta here have been copious rains recently in rahyba, however, there is a general complaint in regard to the drouth, no rains of importance having fallen since February. Great suffering is reported from the serties of that province.

-The provincial assembly of the prov ince of Amazonas bas taken a step in the right direction in proposing in the provincial budget for 1879-80 a reduction in the export duties on rubber to 10 per cent., and on other articles to 5 per cent. When shall we see these duties entirely eliminated from the see these duties entirely eliminated from the Brazilian statute books, both provincial and general?

-The provincial government of Minas Geraes has granted a subsidy for a number of years to certain parties in Diamantina for running two steamers on the Rio São Francisco. During high water on the Rio das Veihas these steamers are able to come within fourteen leagues of Diamantina. It is expected that these steamers, in con-nection with the Paulo Affonso milway when completed, will give an impulse and new life to business along the valley of the São Francisco

— The Saul Anna Gold Mining Company (Brazilian) of Itabira in the province of Minax Geraes has employed Mr. F. N. Spear as its agent and superint-vector. The company has purchased the last of the company of the company.

#### THE EXTRADITION OF CONTNGHAM.

The following comment on the arrest of Thomas D. Conyngham and his irregular extradition from this city in January last, which we translate from the Correspondencia dos Estados-Unidos, is from the pen of a well-known Brazilian advocate, in whose impartiality and good judgment we have full contidence. The whole transaction was so plainly irregular and indefensible, that it occasioned very general surprise at the ume, not only because of the undignified haste and zeal into which the American representatives unguardedly fell, but because of the illy-considered decision of high Brazilian officials to deliver up the prisoner without recomese to the usual formalities of law. It is to be regretted that this course was pursued not only because of the just claims of the prisoner for a hearing before the courts, but also because of the dignity and judicial impartiality of the two nations in their ireatment of such cases. We learn from private sources in the United States that the State Department has not sane. We learn tioned the irregularity of this extendition. At the hearing of his case in the courts of Pennsylvania on the 5th ult., Mr. Conyngliam was acquitted of the crime with

yngham was acquitted of the crime with which he was charged.—[Eds. Naws.

With our piesent knowledge of the reasons that led Conyngham to seek the justection of Dom Pedro II, and of the procedure of his government which, until then, was considered to be a respecter of the rights of anyim as between this country and that, we leel humiliated on hearing the comments in relation to the shameful fact. We who have been accustomed to receive-congratuations from the majority of the people of the different states of the republic in honor of our good monarch, what doe use to day? A people justly indignant against a country that did not know how to sustain one of its most sacred rights in favor of a loelgner innocent in Brazil; although re-

sponsible in his own country for a crime.
Conyngham who was respected and well received in the small republics where he

sponsible in his own country for a crime. Compacham who was respected and well received in the small republics where he craveled, who while in them escaped, much to their honor, even the power of money, with which the police spy was furnished; Conyngham,—this man who formed part of the people which so hospitably honored our nation on the occasion of the Exposition of Philadelphia in 1876, which received with hosannas our monarch—obtained in the name of his fellowcitizens this affable tribute of gratitude! An illegal and violent order of arrest was issued which was more than despotic; since he was not allowed to communicate with any, one; and in this manner his right to wait the decision of the Brazilian parliament was trampled under foot.

Of what use, after Conyngham has come here, is the approval or disapproval of the act of the ex-Minister of Foreign Affairs by the Chamber of Deputies? If by chance, the act is not approved, as might reasonably be expected if Conyngham had remained there in detention with the right to present his defense, confiding his cause to one of the leading advocates of the Capmacham of the communication of the communication of the leading advocates of the Capmacham had remained there in detention with the right to present his defense, confiding his cause to one of the standard particular the procedure of the cRamber which with time for reflection might become convinced of the insufficiency of the steps that had been taken, he certainly would not have become the victim of a handful of German Jews who here in America are his rancorous ententies although he would have suffered detention there while the question of delivery was being discussed. Even if the procedure of the ex Minister was approved there still remained to him the right to appeal from the unjust resolution to the honor and dignity of His Majesty, the Emperor, who, we are certain, would not consent to such an inquity. But such was the mysterious force that weighed on the spirit of the Baron de Villa Bella that he did not hesi

HOW TO CONDUCT A FOREIGN

The New York Tribune offers the following well-considered suggestions as to the methods which Americans should and should not employ in conducting their foreign

into enjoy in contacting their foreign trade;

"Nowithstanding the fact that commissions in New York for buying and selling are givee a great, as they are in European cities, that finemance from New York to South and Central Amerace, for instance, is twice as heedy as from European poirs, that freights are deserve and communication less regular and frequent, that our micrate is higher and our tilemedves assistancies to the terms of the properties of the self-difficulties (if in the present condition of commerce it is impracticable to remove them), have constantly fallen behind their competitors in this repect. There is universal complaint, for example, that our goods are carelessly and expensively packed. Not only due they lake up needless balls, and in this vey augment the already oppressive freight charges, but they are hable to during early and packed in the properties of the properties which is found in the circulars and illustrated catalogues? If appears, too, that our adoless balls of found in the circulars and illustrated catalogues of fagists, bench and German houses, and besides this our replies to imprines from would be purchass now accounted and properties to imprines from would-be purchass now accounted as the content of the search of the search of the search of the content of the search of the search of the content of the co of Maglish, French and German houses, and besities this our replies to inquiries from would-be purchases are incomplete and, perlapsa largacient, and Jun compare unknownshy with the full and politie responses received from karopaen increhants. Another fault among our progressive people is a tendency to quish in and overstock a market as soon as it seems to be open to vade. A still more serious one in tectus to the open to vade. A still more serious to be open to vade. A still more serious inferior to samples exhibited, or of allowing the quality of an article to described nefer its stell has once here established. Ignorant foreigners singualize and business methods as sivulping and the reputation of like whole country suffers from the mitamed enterprise of these flisky traders."

—The British minister resident in Lima, directed by Her Maje-vy's Secretary of Sine for Foreign Affairs oliers he mediation of the English government for the sentiment of the distulcts between Chih and Pers. In reply the Penuvian minister expressed regret that the offer of ther Maje ly's government for one of lot at a time when parnotism was seriously and justly offended. He accuse the Childian's olivariars in having bombarded and burned defenselses commercial towns, and gives as the real cause of the way, an attempted unarpation by Chill of a part of the Bolivian territory, the littegrity of which was guaranteed by Pers in a solema compact imposing experial and common obligations on both nations, and from which Pers could not possibly deviate. could not possibly deviate,

A SLAVE depot in the province of Kordofan was recently broken up by a force seat against it by Gordon Paska, the governor-geomal of Southern Legyst. The slave dealers had a force of some cleven thousand and fought desperately. There is a large number of these depots in Kordofan, and it is reported that they are effectually broken up by this expedition.

RAILROAD NOTES.

ipts of the Santos and Jundiahy railruary was 302,848\$220; the expenses

—The gross receipts of the Cantagallo railway r the fiscal year of 1879 was 102,613\$509; in 1878 was 53,014\$829.

il was \$3,04,889.

—The government has given the Paulisia company permission to prolong their road from Sto João do Rio Ciaro to Aranquara, under condition that it be by the route laid out by the engineer Pimenta Bueno, and of the same gauge as the port laredy in traffic. Should the compeny see fit to change the route, it must be approved by the imperial government, in order that it may not interfere with the prolongation of the Itauas road.

—The Minister of Agriculture has commissioned.

-The Minister of Agriculture has commi an engineer to explore a line and collect statistics for a railroad which shall connect the capital of the province of Maito Grosso with the province of São Paulo, and which shall be an extension of the pro-jected Sant'Anna de Parnshyba road.

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ine, 3,500 tons measurement each, are new and first-class in
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